

## Improvement of Voltage Profile through the Optimal Placement of FACTS Using L-Index Method

<sup>1</sup>K Venkata Ramana Reddy, <sup>2</sup>M Padma Lalitha, <sup>3</sup>PB Chennaiah

Department of EEE, Annamacharya Institute of Technology and Sciences  
Rajampet, Andhrapradesh (st), India

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### ABSTRACT

In this paper an IEEE standard test system is considered and it is tested using Newton-Raphson method with the help of MATLAB. The voltage magnitudes of each bus are examined and the corresponding weak bus is incorporated with FACTS such as SVC and TCSC. The optimal placement of FACTS can be identified using L-Index method. The value of L-index which approach unity implies that it reaches to instability. From this instability point the system stability is improved during steady state and Fault conditions. The disturbance is created in the system by changing the Load Reactive Power at a particular Bus.

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### Corresponding Author:

M Padma Lalitha,

Professor and HOD, Departement of Electrical and Electronics Engineering,

Annamacharya Institute of Technology and Sciences, Rajampet, Andhrapradesh (st), India

JNTU, Anantapur

Email: padmalalitha\_mareddy@yahoo.co.in

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## 1. INTRODUCTION

As a result of ever-increasing demand of electric power, the electricity supply industry is undergoing profound transformation worldwide. This makes the existing power transmission system highly complex. To meet the increasing demand of electricity in a power system it is essential to increase the transmitted power either by installing new transmission lines or by improving the existing transmission lines by adding new devices. Installation of new transmission lines in a power system leads to the technological complexities such as economic and environmental considerations that includes cost, delay in construction as so on. Flexible alternating current transmission system (FACTS) technology gave up new ways for controlling power flows and enhancing the usable capacity of transmission lines. FACTS are system comprised of static equipment used for the AC transmission of electrical energy. It is meant to enhance controllability and increasing the power transfer capability of the power system network.

The concept of FACTS was first defined by N.G. Hingorani in 1988. It usually refers to the application of high power semi conductor devices to control different parameters and electrical variables such as voltage, impedance, and phase angle, current, active and reactive power.

This paper addresses the static modeling of Static Var Compensator (SVC) and Thyristor Controlled Series Compensator (TCSC), and their capabilities to improve the voltage profile by using MATLAB code.

## 2. L- INDEX

In order to prevent the occurrence of voltage collapse, it is essential to accurately predict the operating condition of a power system. Kessel et al. developed a voltage stability index based on the solution

of the power flow equation. The L-index is a quantitative measure for the estimation of the distance of actual state of the system stability limit.

The L- index describes the stability of the complete system. A load flow result is obtained for a given system operating condition which is otherwise available from the output of an on line estimator. The load flow algorithm incorporates load characteristics and generator control characteristics.

For an n-bus power system, buses can be separated into two groups: Bring all load buses to the head and denote them as  $\alpha L$  and put the PV buses the tail and term them as  $\alpha G$  i.e.,  $\alpha L = \{1, 2, \dots, nL\}$  and  $\alpha G = \{nL+1, nL+2, \dots, n-1, n\}$

Where,

$nL$  is the number of load buses.

The following hybrid system equation is then obtained:

$$\begin{bmatrix} V^L \\ I^G \end{bmatrix} = \begin{bmatrix} Z^{LL} & F^{LG} \\ K^{GL} & Y^{GG} \end{bmatrix} \begin{bmatrix} I^L \\ V^G \end{bmatrix} \quad (1)$$

Where,

$Z^{LL}$ ,  $F^{LG}$ ,  $K^{GL}$ , and  $Y^{GG}$  are sub-block of matrix H;

$V^G$ ,  $I^G$ ,  $V^L$ ,  $I^L$  are voltage and current vector of PV buses and load buses.

Voltage stability index  $L_j$  for any load bus can be defined as given below.

$$L_j = \left| 1 - \sum_{i=1}^g F_{ji} \frac{V_i}{V_j} \right| \quad (2)$$

### 3. STATIC VAR COMPENSATOR

SVC can be defined as a shunt connected static var generator or absorber whose output is adjusted to exchange capacitive or inductive current so as to maintain or control specific parameters of the electrical power system (typically bus voltage).

SVCs are primarily used in power systems for voltage control or for improving system stability. The advanced models depart from the conventional generator-type representation of the SVC and are based instead on the variable shunt susceptance concept. In the latter case, the SVC state variables are combined with the nodal voltage magnitudes and angles of the network in a single frame of reference for unified, iterative solutions using the Newton–Raphson method.

In practice the SVC can be seen as an adjustable reactance with either firing-angle limits or reactance limits.

The equivalent circuit is used to derive the SVC nonlinear power equations and the linearised equations required by Newton's method.

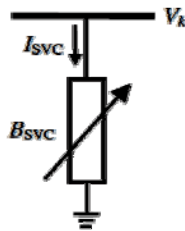


Figure 1. Variable shunt susceptance model

The linearised equation is given by,

$$\begin{bmatrix} \Delta P_k \\ \Delta Q_k \end{bmatrix} = \begin{bmatrix} 0 & 0 \\ 0 & Q_k \end{bmatrix} \begin{bmatrix} \Delta \theta_k \\ \Delta B_{SVC} / B_{SVC} \end{bmatrix} \quad (3)$$

At the end of iteration (i), the variable shunt susceptance  $B_{SVC}$  is updated as follows,

$$B_{SVC}^j = B_{SVC}^{j-1} + (\Delta B_{SVC} / B_{SVC})^{(i)} B_{SVC}^{j-1} \quad (4)$$

#### 4. THYRISTOR CONTROLLED SERIES COMPENSATOR

A TCSC can be defined as a capacitive reactance compensator which consists of a series capacitor bank shunted by a thyristor-controlled reactor in order to provide a smoothly variable series capacitive reactance. The basic conceptual TCSC module comprises a series capacitor,  $C$ , in parallel with a thyristor-controlled reactor,  $L_s$ , as shown in Figure 2.

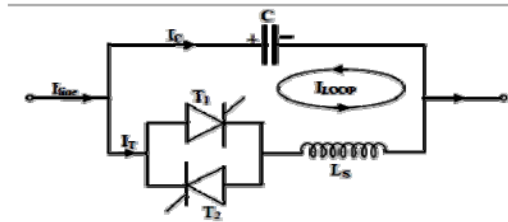


Figure 2. Thyristor-controlled series compensator

The TCSC power flow model presented in this section is based on the simple concept of a variable series reactance, the value of which is adjusted automatically to constrain the power flow across the branch to a specified value. The amount of reactance is determined efficiently using Newton's method. The changing reactance  $X_{TCSC}$  represents the equivalent reactance of all the series-connected modules making up the TCSC, when operating in either the inductive or the capacitive regions.

The transfer admittance matrix of the variable series compensator is given by

$$\begin{bmatrix} I_k \\ I_m \end{bmatrix} = \begin{bmatrix} jB_{kk} & jB_{km} \\ jB_{mk} & jB_{mm} \end{bmatrix} \begin{bmatrix} V_k \\ V_m \end{bmatrix} \quad (5)$$

For the power equations at bus  $m$ , the subscripts  $k$  and  $m$  are exchanged and the active and reactive power equations at bus  $k$  are

$$\begin{aligned} P_k &= V_k V_m B_{km} \sin(\theta_k - \theta_m) \\ Q_k &= -V_k^2 B_{kk} - V_k V_m B_{km} \cos(\theta_k - \theta_m) \end{aligned} \quad (6)$$

#### 5. RESULTS AND DISCUSSION

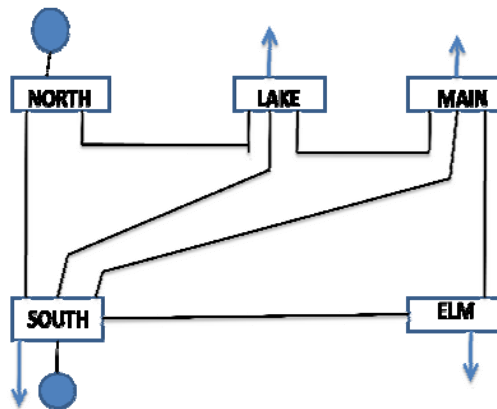


Figure 3. IEEE 5 – bus test system

A MATLAB code for both techniques was developed for the validation of the proposed FACTS, and it is tested on IEEE 5-Bus test system and the following observations were made by using Newton-Raphson method under normal and transient conditions.

### 5.1. Steady State Condition

After running the power flow by using Newton- Raphson method on an IEEE standard test system (5 -bus), a weak bus is identified. Under normal condition with SVC it is found that the voltage profile at bus 5 where SVC is connected is improved. Initially under normal condition without SVC the voltage magnitude in per unit (pu) at bus 5 is 0.9776, and the L-index of corresponding bus5 is 0.0328, but after placing SVC, voltage magnitude improved to 1.000 pu and the L-index of corresponding bus 5 is 0.0099. Similarly after placing TCSC, the voltage profile at bus 5 is also improved to 0.9789 pu as shown in table-1. The L- index value of each load bus is performed as shown in table 2.

Table 1. Steady State Condition

Bus no	Voltage magnitude without SVC (OR) TCSC	Voltage magnitude with SVC	Voltage magnitude with TCSC
1	1.0600	1.0600	1.0600
2	1.0000	1.0000	1.0000
3	0.9925	0.9956	0.9966
4	0.9894	0.9934	0.9924
5	0.9776	1.0000	0.9789
6			0.9784

Table 2. L-Indices

Bus no	L-index Without SVC (or) TCSC	L-index With SVC	L-index With TCSC
3	0.0299	0.0262	0.0296
4	0.0304	0.0267	0.0324
5	0.0328	0.0099	0.0234
6	-----	-----	0.0536

### 5.2. Fault Condition

Table 3. Under Fault condition

Bus no	Voltage magnitude without SVC (OR) TCSC	Voltage magnitude with SVC	Voltage magnitude with TCSC
1	1.0600	1.0600	1.0600
2	1.0000	1.0000	1.0000
3	0.9899	0.9967	0.9900
4	0.9860	0.9948	0.9856
5	0.9639	1.0000	0.9641
6	-----	-----	0.9631

Then by changing reactive power at bus 5, i.e. from  $Q=0.05$  to  $Q=0.2$  MVAR, a weak bus is identified as bus 5 and it is incorporated by SVC and TCSC in order to improve the voltage profile as shown in table 3.

The L-index of each load bus was performed with and without SVC as well as TCSC under transient condition as shown in table 4.

Table 4. L-Indices

Bus no	L-index Without SVC (or) TCSC	L-index With SVC	L-index With TCSC
3	0.0326	0.0255	0.0365
4	0.0338	0.0247	0.0396
5	0.0475	0.0099	0.0391
6	-----		0.0702

## 6. CONCLUSION

This paper depicts that the improved voltage profile of the power system under Normal and Transient conditions with the incorporation of Static VAR compensator (SVC) and Thyristor Controlled Series Compensator (TCSC). SVC and TCSC were able to regulate the bus voltage magnitude at which it is connected over its full range of operation when there is a need. The optimal location is identified by using L-index method. This can also be performed by using Fast decoupled method to analyse the Transient stability due to change in real power.

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